U.S. COAST GUARD ENGINEERING LOGISTICS CENTER NEWSLETTER

ELCLOG

Cutter Support Review Issue

VOLUME ONE - ISSUE TWO SPRING 1999

ELECTRONICS SYSTEMS LAB TESTIMONY TO EXPERT SUPPORT

Loran Processor (CDDP-PDP8) KEEPS ON GOING !

By William C. Walstrum

We live in a time of rapid technological growth; government and industry are faced with constant changes in materials, equipment and technology. The Electronic Systems Laboratory (Cod 02L) of the Equipment Management Division's (02) manages to the demands of change, while maintaining a link to the past. One example is the venerable PDP8 computer. Developed in 1965 by the Digital Equipment Corporation (DEC) and sold for approximately $18,000 each, the PDP8 family of computers has proven its versatility in hundreds of different instrument, machine, and control system applications. Today, 34 years after the PDP8 was created, the Coast Guard still employs it for the monitoring and control of LORAN signals.

Continued on page 9

IN THIS ISSUE

WHAT IS A CUTTER SUPPORT REVIEW (CSR)?

By James Shorter

Before you pass this article up and think that this is going to be another one of those policy citing mumbo jumbo articles, give me a chance to spike your interest. In the next few paragraphs I am going to attempt to define a Cutter Support Review (CSR), what we do at a CSR, and provide you with the current schedule of CSRs. Hopefully, I will be able to achieve this in a simple fashion while maintaining your interest.

A CSR as defined in COMDTINST 4105.4*: A periodic logistics support review for the purpose of reviewing/updating Cutter Class Maintenance Plans (CCMPs) and Commodity Management Plans (CMPs), ensuring schedules, operation, and logistics support requirements are considered* OK, so I cited some policy but this is it for CSR policy. Now since most of us read in English and we all know that policy is often written in a way that makes it not very clear to the reader, I will provide you with an English translation. The CSR is a Process by which the ELC, MLCs, NESUs, and Cutters can simultaneously review critical equipment support problems to ID and resolve support deficiencies.

There you have the CSR definition in short. The next issue to address would be what goes on in a CSR? But before we can go on we need to define the Commodity Management Plan (CMP) IAW COMDTINST 4105.4: *A CMP represents a consensus of projected supply and demand requirements for an individual line item of supply. Its purpose is to provide responsible, efficient, early identification of upcoming Fleet needs.* OK, so I cited some more policy but this time it was for CMP and I said no more for CSRs. I promise no more policy statements! Once again, when put into a user friendly translation, the CMP definition is essentially as follows: A document generated for the CSR and used during the CSR to document and initiate

Continued on page 14

Captain's Message To The Field

To our customers,

A lot has happened since my last message from the engine room. We have transitioned to SCCR, our new information system to integrate all of our logistics functions. That road has been rocky, as many complex IT systems tend to be. The good news is that SCCR is a very robust system which, in addition to being CFO Act and Y2K compliant, will automate many functions with a high degree of accuracy and utility. The bad news is that most of the data from our old systems (three of them!) was corrupted or otherwise unacceptable to SCCR. This has caused us to be at GQ for the past several months and made satisfying our customers needs more difficult. However, we are ahead of the power curve once again and expect relatively smooth sailing to full deployment of the system by the end of the fiscal year.

But the best piece of news from our customer's perspective is the ELC web site. You can visit us on either the internet (www.uscg.mil/hq/elcbalt), or the intranet (cgweb.elcbalt.uscg.mil). In addition to basic information about the ELC and our products and services, these sites offer you the opportunity to see up to date status on RODs and QDRs, as well as the status of ELC projects, excess property and Supply advisories. However, the feature we're most proud of is DARTS. That program will show you the status and many of the details on ShipAlts. Look for that in the Platform Management Section.

I encourage you to surf these sites and learn what's happening in Naval Engineering. The sites are new and we have many enhancements planned, but we need your feedback to make them all you need them to be. Our vision is to maximize the availability of information you need, make it real time and paperless. That vision includes allowances, requisition status and more. We have a ways to go yet, but I think you'll like the course we've set and the progress thus far.

As always, I welcome your constructive feedback and I especially want to hear when we haven't met your logistics expectations.

Semper Paratus

J. A.WALKER
Commanding Officer
USCG Engineering Logistics Center

U.S. Department of Transportation

United States Coast Guard

U.S. Coast Guard
Engineering Logistics Center
2401 Hawkins Point Road
Mail Stop 26
Baltimore, MD 21226

(410)762-6000

Commanding Officer
CAPT Joseph A. Walker
410 762-6010

Executive Director
Mr. Michael Healy
410 762-6011

Chief, Personnel Management Office
CDR Michael Brennan
410 762-6019

Chief, Platform Management Division
CAPT Kevin Jarvis
410 762-6113

Chief, Equipment Management Division
Mr. Clayton Davis
410 762-6209

Chief, Material Management Division
CDR George Asseng
410 762-6308

Chief, Comptroller Division
CDR Robert Ball
410 762-6408

Chief, Information Management Division
Mr. Charles Scroggs
410 762-6549

ELC LOG

The ELC LOG is prepared by the ELC's Platform Management Division, and is under the direction of LCDR Pete Oittinen. (410)762-6112

Contents

Websites:
Internet:
http://www.uscg.mil/hq/elcbalt
Intranet:
http://cgweb.elcbalt.uscg.mil

270' WMEC's Help To Keep The ELC On Course

By Alan Haddaway

If you attended the week-long 270' WMEC Cutter Support Review (CSR) Conference hosted by the ELC last August, you remember what the ELC kept pushing from the very first day. FEEDBACK, FEEDBACK, FEEDBACK. In order to continue hosting successful CSR's that will benefit all cutters in the class, we need your feedback to help find solutions to difficult supportability problems. Each representative from the 270' Cutters, NESUs and MLCLANT did just that. In fact, not only did they do a tremendous job providing the shipboard knowledge needed to resolve difficult equipment support-ability problems, but they were not hesitant to tell us where we need improvement. This is exactly what we are looking for, because if you, "The Customer", are not willing to partner with us and tell us where we fall short, as well as what's working, it makes it difficult to improve our products and services for you.

The ELC solicited each cutter for their top 10 supportability problems six months prior to the CSR. There was a total of 55 problems submitted, and with the help of MLCA, 27 were resolved before the conference even took place, the remaining 28 had solutions developed during the conference. Completion and status of these resolutions will be sent out to each attendee and 270' cutter by May 99, and can also be found on the ELC Web sites. What is important to note, is without a forum like the CSR to bring the end users together with support personnel, class wide resolutions may never have been identified. Instead, individual cutters and MLCA would be left to resolve problems that are not only best suited for the ELC to handle, but is rightfully our responsibility.

In addition to addressing equipment problems at the CSR, there were also issues brought up concerning Quality, Requisition Management, and CM Plus problems.

Quality Problems – We heard on more than one occasion, that units have received "F" condition items when ordering a critical part. This concern was addressed by our Quality Assurance staff and our warehouse quality control personnel. Attendees were informed that commercial off the shelf low cost items do not have Quality Assurance (QA) requirements included in the purchase requirements. Only complex repair contracts that have high dollar or are unique to Coast Guard applications receive QA at the manu-facturers repair facility. Using one of the problems submitted at the CSR, we had received feedback that CPP hydraulic pumps were constantly failing. As a result of this feedback, we immediately applied QA requirements for the next purchase contract, and took all remaining pumps in stock and had them bench tested. Another outcome from the CSR was to determine future cutter availability, where applicable, ELC QA personnel will inspect "Show Stopper" items when earmarked for shipment. The bottom line is that your feedback, is taken seriously. Whether the feedback comes in the form of a Report of Discrepancy (ROD) or Quality Deficiency Report (QDR) or just making a phone call, the ELC is reactive to your input. We are working to make this a more useful tool by including RODs and QDRs on our Intranet Site.

Requisition Management – MLCA and several units provided examples where the ELC is not sending a timely status back on CASREP MILSTRIP Requisitions. In order to improve services, one individual will handle 270' WMEC CASREP Requisitions in an effort to provide better status response. Cutters can contact Requisition Management at,(410) 762-6800, and ask for PO Genesis Santiago, the 270' CASREP point of contact. PO Windsor Jones is the point of contact for RODs & QDRs and can be reached at, 410-762-6876.

Continued on page 8

270 WMEC Upcoming Projects

Several projects are under development for the 270 WMEC's to improve material condition, safety, and habitability. A Remote Emergency Detection System that incorporates smoke, magazine high temperature, flooding, and security alarms into one panel located on the quarterdeck will give the inport watch the ability to monitor the entire cutter from a single location. Ventilation moisture separators are scheduled to be installed on both A and B Class cutters this year. The installation is intended to reduce the maintenance and cost associated with the badly deteriorated Engine room and Auxiliary Machinery room supply ventilation systems. In addition to the moisture separators, the B-Class 270's will receive new supply fans and modifications to the existing controllers. Look for publication of these ShipAlts late Q2 fy99.

The MPCMS replacement team has created a detailed project timeline that would direct a prototype installation during the summer of 2000. A users group meeting to include the MLCA Type Desk, Engineer Officers, and several members of cutter Engineering Departments will make some recommendations as to how the Project Team should proceed and determine how the new design can best fit the needs of the fleet.

The MK 29 Gyro replacement project is also moving along with a prototype scheduled for spring of the year 2000. The new gyro will eliminate the continuing maintenance burden of the existing MK 29 and provide a more reliable navigational instrument.

MK 6 Liferafts are scheduled to be installed onboard the 270 WMEC's this year. The prototype has been installed onboard the CGC TAMPA and based on the improved design developed for the 378 installation, a revision to the prototype is being developed. The Coast Guard Yard has been tasked with modifying the design and building install kits.

Updates to the status of these projects and any other affecting the 270 fleet can be found on the ELC's Intranet site at: http://cgweb.elcbalt.uscg.mil/. You can also call LTJG John Berry, 270 Type Support Manager, (410) 762 6111

210 SSDG LUBE OIL PRESSURE SHUTDOWN SWITCH

MLCPAC staff recently brought a discrepancy to our attention between the L/O shutdown switch and PMS M-A-029. The PMS calls for the switch to shut down the engine when the oil pressure drops to 15psi (+ or - 2psi). The switch currently installed on one of their cutters shuts the engine down when the oil pressure falls to 10psi. This switch, PN 6T1546, NSN 5930-01-273-7713, is the same one installed on the Caterpillar D3304 engine on the 110 WPB and is also used on some 270's. MLCPAC contacted Caterpillar and found that the switch is available in 5lb non-adjustable increments but they see nothing wrong with the shutdown operating at 10psi rather than 15psi since this is the case in other engine applications.

If you are having problems meeting the PMS specifications or if the installed switch does not correspond to your allowance document, please let us know. A change to either the APL or the PMS will be forthcoming, based on further research. Please have the shutdown pressure and if possible the part number of the switch you currently have installed available when you call. For further information, contact CWO4 Bob Wallace (410)-762-6114

ATON Branch Personnel

LCDR Keith Herchenroder - Chief, ATON Branch (410) 762-6163
LT Arthur (Jay) Shuman - Type Support Manager (410) 762-6162
CWO Tom O'Donnell - Logistics Manager (410) 762-6139
Mr. Jim Shorter - Logistics, and CSR Coordinator (410) 762-6153
CWO Greg Thiewes - Project Officer, 225 WLB "A" Class and 175 WLM (410) 762-6619
CWO Mario Straker - Project Officer, 225 WLB "B" Class (410) 762-6606
MKCS ED Semler - Asst Project Officer, 225 "A" Class (410) 762-6151
MKC Tom Casey - Asst Project Officer, 175 WLM (410) 762-6154
MK1 Richard Cruikshank - Project Support (410) 762-6108
BM1 David Cate - Configuration Data Manager (410) 762-6040

ALLOWANCE CHANGE REQUEST

An Allowance Change Request (ACR) is a tool available for field units to request equipment additions or deletions, allowance increases or decreases, or equipment change-outs. Once submitted, the ACR enables the ELC to review and make changes to your Management Information for Configuration and Allowances manual (MICA) manual. The MICA is the support manual that is replacing both the CALMS and the ERPAL manuals.

The ACR is the principal tool for personnel in the fleet to notify ELC of needed logistic support assistance. A prime example would be the following. Say you are an MK on a JUNIPER class buoy tender and need to change out oil filters on the #1 SSDG. You go to the SK with the part number for the filters you need and are told they are in the storeroom. This means that somewhere along the line of provisioning for the ship it was determined you needed these filters onboard. This determination could have been due to PMS requirements or maybe manufacturer recommendations. The next day you are trouble shooting #2 SSDG and find the crankcase vent filters dirty and causing the casualty. You go back to the SK with the part number for the filters and are told they are not listed as an onboard spare part and subsequently not stocked onboard. After you resolve the casualty by the appropriate means you realizing that these filters are going to get dirty again and you feel you should have a spare set on board. This is when you would now submit an ACR, NAVSUP 1220-2 (12-76) S/N 0108-LF-501-2206 to your ELC Platform Manager, in this case the ATON Branch.

The ACR is a simple 15-block form. Just fill out the 15 blocks insuring you are very descriptive in the justification block 12. Your ACR will be reviewed and either accepted or disapproved. Let's say in this case that your ACR is approved. The ELC will add the filters with an allowance quantity to your MICA manual and notify you and the other vessels effected by the change via letter, as well as in the next update of the manual. If you have questions concerning ACR's you are encouraged to contact your ELC Platform Manager. For further information, contact, MKCS Ed Semler, (410)-762-6151

399' WAGB CUTTER SUPPORT REVIEW

The 399' WAGB Cutter Support Review is scheduled to be held 10-14 May 1999. We are currently in the planning stage and are concentrating on finalizing agenda topics. Usually, Cutter Support Reviews are held at the ELC since attendees are widespread and to ensure the availability of appropriate ELC personnel to address questions as they arise. In this case, we are considering taking the WAGB CSR on the road to Seattle since most attendees will be from the West Coast. A final determination will be made once the agenda is finalized and a determination is made on the number of ELC participants required to properly address the issues. The conference is typically divided into three major segments: (1) specific support issues, (2) general logistics issues, and (3) educational topics. To date, the specific support issues on the agenda include Cooper bearings, tail shafts, 3-ton and 15-ton cranes, pitch setters, small boats, and MCAMS. Logistics issues include establishment of parts allowances at NESU, the future of Antarctic logistics support, Cutter Class Maintenance Plan, and HEALY. Typical educational topics include MICA/CALMS management, SCLSIS, CMPlus, ROD/QDR process, and the Repairable Item Program. In addition to cutter personnel, we anticipates conference attendees from G-OPN, MLCP, PACAREA, NESU Seattle, and ESU Seattle. For more information, contact LTJG Dennis Kohanyi, (410) 762-6605

AMENDMENT TO SHIPALT 65-WYTL-A-52, ELECTRICAL UPGRADE

It has been reported to the ELC that an electrical load problem has been identified on several WYTLs since the completion of SHIPALT 65-WTYL-A-52. The problem develops when the full suite of electronic/navigation equipment is energized. This was apparently not the normal operational configuration on the prototype cutter, but is on other cutters. Therefore, we did not get a full load test during the prototype. We have identified a solution which involves installing a larger capacity battery charger.

110 MDE GOVERNORS

The Main Diesel Engine governors currently used onboard all 110' WBPs are supportable but no longer commercially available. During the 1998 Cutter Support Review (CSR), attended by cutter, NESU, MLC and ELC personnel, a proposal was raised to ensure that "A"-condition governors would always be available for future cutter casualties. The CSR recommended that responsibility for maintaining these governors be shifted from the cutters to the Engineering Logistics Center and that they be centrally stocked in Baltimore.

To date, the allowances for these items have been removed from the Cutters Allowances Documents (CALMS/MICA). The ELC and Paxman Tiger Team have been working out the logistics of recalling these assets and a formal message will be coming out from the Engineering Logistics Center giving detailed disposition instructions shortly. The current proposal is for all units to turn in their MDE Governors to the ELC, with the exception of Shore Support Units in Miami, Puerto Rico, San Diego, Ketchikan and Key West who shall retain two each. The ELC will receive all remaining Governors and stock. As this turn in program has not yet been finalized, all units are reminded not to send their MDE governors to the ELC until the official message is released.

APL and stock numbers for the affected governors are: Paxman APL 70313610A5, NSN 2910-01-215-0459. Caterpillar APL 70313611C1, NSN 2910-01-337-1103.

For questions, please contact CWO2 Jim Lee at 410-762-6132 or MKC James Taylor at 410-762-6143.

399' WAGB PMS2000 CONFERENCE

Since our last issue, the ELC held the 399' WAGB PMS 2000 Conference. The conference was held in Seattle and included participants from POLAR STAR, POLAR SEA, NESU Seattle, and MLCP. The participants critically evaluated the current PMS system and, using Reliability Centered Maintenance principals, realigned the system to meet operational needs while eliminating numerous unnecessary procedures. The results are scheduled to be published as a revision to the class PMS manuals in April 1999. This conference was the latest in a series of Coast Guard fleet wide conferences that have resulted in critical maintenance resources being used more efficiently and effectively. In order to take immediate advantage of some of the most significant changes proposed by the 399' WAGB conference members, the ELC issued an interim change to the class PMS manuals. These changes will provide immediate relief to POLAR STAR and NESU Seattle during POLAR STAR's current maintenance period. The interim change was published via message under DTG P311234ZDEC98. For further information, contact LTJG Dennis Kohanyi (410) 762-6605

INSTALLATION OF POLAR CLASS MGT VIBRATION MONITORS

The MGT vibration monitor prototype installation on USCGC POLAR SEA was successful. This alteration will provide the Polar Class cutters with a highly valuable vibration-monitoring tool that will ultimately reduce the incident catastrophic failures. The alteration is scheduled to be ready for publication by April 1999. Installation on POLAR STAR is tentatively schedule for May 1999. For more information, contact CWO Gabe Montford, (410) 762-6603

SCLSIS NAVY EQUIPMENT

CONFIGURATION MANAGEMENT

The Ship Configuration and Logistics Support Information System (SCLSIS) process was developed to improve the reporting of configuration information and the logistics management & control processes for

Navy ships, select shore sites, and Coast Guard Cutters that use Navy owned systems. The primary goal of SCLSIS is to provide direct support for fleet maintenance and material readiness. The Engineering Logistics Center (ELC) is the Configuration Data Manager (CDM) for the Coast Guard. We recognize that successful implementation of configuration data management improves your logistics support, cost controls, and overall Coast Guard fleet readiness.

As CDMs for **Navy-type/owned electronic and ordnance systems**, we maintain a master Ship Configuration and Logistics Support Information (SCLSI) database, an adjunct to the Navy Weapon Systems File (WSF) located at Navy Inventory Control Point,(NAVICP) Mechanicsburg, PA, for the following classes of ships: 400, 378, 270, 210, 225, 180, 175, 110, selected shore sites and small boats. The WSF is automatically updated through the SCLSIS database and enables fleet-wide data processing actions across many activities. As CDMs, we are the NAVSEA agents for maintaining Navy-type electronic equipment configuration, logistics support and technical data. We are also responsible for the accuracy and completeness of the configuration and logistics support information in the SCLSI database for the assigned ships and ship classes. Only assigned CDMs have access to input additions, deletions and changes to the configuration and logistics support data. Our CDM responsibilities include processing ship initiated Configuration Change Maintenance Actions, File Corrections, and Logistics Support Document Data into the SCLSIS database. We process Ship Configuration Change Forms (OPNAV 4790/CK) reported by Navy Electronic Stations after installation of field changes, SHIPALTS, ECP, etc. and initiate configuration changes to correct errors or missing data.

Continued on page 12

STATUS OF 110' WPB SHIPALTS (S/A)

The following ShipAlts have been completed and forwarded to the fleet since last publication:

ShipAlt 110-C-067: *Fwd peak scuttle replacement*. Signed 01-04-99.
ShipAlt 110-C-065: *Fiber optic lan installation.* Signed 12-17-98.
ShipAlt 110-A-064: *Improve ventilation*. Signed 12-11-98.
ShipAlt 110-C-063: *Capac remote indicator (amend 1).* Signed 12-09-98.
ShipAlt 110-A-052: *Emi upgrade (amend 1).* Signed 08-14-98.
ShipAlt 110-B-050: *Inmarsat std-c (amend 1).* Signed 06-08-98.
ShipAlt 110-A-059: *Relocate crane controls.*

The following draft SHIPALT has been reviewed and pends signature from G-SEN:

Surface search radar install

The following items have been prototyped and are being developed into a ShipAlt*:*

Reduce high noise level

The following projects been prototyped and pend feedback to develop ShipAlt*:*

Fuse isolation for "c" class controls - *Pends feedback from RTC.*
Emergency egress - *Pends CGC Chandeleur prototype feedback.*
Open bridge console mods - *Pends CGC Block Island prototype feedback.*
Refrigerant gas detector install - *Pends CGC Galveston Island prototype feedback.*
OWS discharge monitor install – *Pends CGC Tybee prototype feedback.*

The following projects are also under development*:*

A/C raw water upgrade - *Pends ELC evaluation development.*
S/W diverter valve – *Draft S/A pends MLCLANT input from CGC Adak.*
Aft steering heater - *Draft S/A pends MLCPAC input.*
Power inverter upgrade – *Draft S/A pends MLCPAC input.*
Sewage isolation valve installation – *Draft pends CGC Sapelo eval by MLCLANT.*
MK38 barrel locking clamp – *Draft pends 03-30-99.*
Windspeed indicator replacement – *Draft S/A pends completion of SOW by ELC.*
J/W heater system replacement - *Draft S/A pends contract resolution and SOW.*
Fire & flood alarm modification – *Draft S/A pends development by MLCLANT.*
Slow speed drive – *On hold pends CGC Sapelo eval by MLCLANT.*
Battery charger exhaust interlock – *On hold. Changes to draft S/A pend ELC shipcheck.*

The following projects and case files have been closed*:*

Nav light panel modification – *Case file closed (consolidated).*
Sea chest sea scoop modification – *Case file closed per MLCPAC feedback.*

PEN AND INK CHANGES

1. In the **41'** BOSS Manual, FIGURE 332-01, item 3B, stock number 6240-00-132-5365, is the incorrect light for the docking lights. The lamp assembly type R is a sealed and pressed unit and if you disassemble the unit to replace the bulb, you may compromise the watertight integrity of the assembly. Use Item 3A 6230-01-195-9309 in conjunction with a new o-ring as a replacement bulb. The new allowances for item 3A will be 2 in each of the "Boats Per Station" columns.

Continued on page 12

2. In the **41'** BOSS Manual, FIGURE 233-34, item A, part number CB115110-000, ***PEN*** in NSN 2910-01-448-08526. In Item 3 part number TFTC10-1NPT, ***PEN*** in NSN 4820-01-448-1239. The allowance columns remain the same for both items.

3. In FIGURE 512 of the **44'** BOSS Manual, the entire page has changed. The new numbers are as follows:

Item	Cage	NSN	P/N	Desription
A	97418	4140-01-300-4721	MB424	Blower Exhaust E/R Bilge
1	97418		MD-24-1	24V DC Motor
2	97418		B-4-3	Impeller

Prototype MGT Fuel Control

The manufacturer no longer supports the Hamilton Standard Electro Hydraulic fuel control system presently in operation on the FT4A gas turbines. There are no longer spares available for the N3 speed governor, oil pump, motor operated fuel valve, flex cable and flex cable sheath. These major support issues have necessitated that ELC acquire a replacement system.

PDI and Woodward Controls have developed the prototype replacement fuel control system. The prototype system will use a Woodward MicroNet Digital controller, Graphic Application Programmer (GAP) software and a servo operated liquid fuel control valve to replace the N3 speed governor, oil pump, motor operated fuel valve and flex cable. The MicroNet and GAP software is in service on numerous industrial Gas Turbine installations in private industry. The operating procedures for the prototype system will be identical to the presently installed system. Testing of the prototype system was done on Woodward's FT4A electronic model that has been updated with data sampled from CGC MORGENTHAU.

The prototype system was installed in Feb-Mar 99. Pending a satisfactory prototype evaluation, follow on installations are expected to be done by the Coast Guard Yard. Removed equipment will be maintained at ELC as spares to support the Hamilton Standard systems that remain in operation.

MK-128 HOISTING SLING UPDATE

Several units have had difficulty obtaining the Mk-128 Hoisting Sling, NSN 4921-01-076-1236. The supply point reports a lead-time of at least 24 months! ATC Mobile has provided ELC with two suggested sources of supply to manufacture the slings for us. We are currently working on a purchase contract and hope to have a sufficient quantity available to meet backorder and anticipated demands in the near future.

110' WPB Windshield Wiper System News

CGC MUSTANG (WPB 1310) has identified an alternative windshield wiper fluid reservoir, motor/pump unit, and motor bracket. The stock number for the new reservoir, associated bracket and tubing is 2090-01-038-1768. Both the 24 Volt DC pump/motor unit, (Caterpillar part number 3E-5470) and the motor bracket (Caterpillar part number 3E-6088) are available from most local Caterpillar dealerships.

This system has plenty of lift and includes a self-priming suction line with a stop/check valve, which will keep the pump primed. The only limitation with this unit is that the motor/pump unit is not marine grade; however, due to its location corrosion should not be much of a problem.

Total cost for this configuration change for each cutter is roughly $100.00 to $150.00. Units should use all existing stock that they have on hand before completing this upgrade to the windshield wiper system.

Want to contact the ELC?

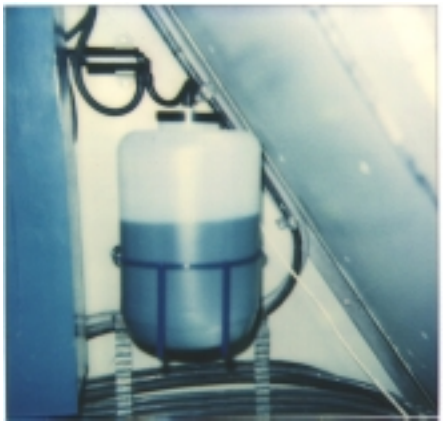
Telephone: (410) 762-6000

Requisition Management
for emergency requisitions, questions about pending requisitions, ROD's, etc
Telephone: (410) 762-6800

Fax: (410) 762-6213

Platform Management
Phone numbers are listed in the Platform Management section on page 5

The affected APL's will reflect this configuration change after the next scheduled print of the unit allowance document. This article shows two photographs of the upgrade taken on the CGC MUSTANG. If you have any questions, please contact EM1 Doug Weber, CGC MUSTANG (907) 224-5202, or MKC James Taylor ELC (410) 762-6143. ♦



ALTERATIONS

The ELC's Alteration Database (DARTS) is available on the ELC's Intranet site. For those with Intranet access, I encourage you to review the database to determine the status of each alteration under development. The following is the status of a few of the alterations

270' WMEC's

Continued from page 3

CM Plus – G-SLS staff members briefed the conference attendees on the latest status of CM Plus. Problems specifically identified by the attendees were policy guidance or the lack thereof, software glitches and lack of user friendliness. Policy regarding the carrying of authorized on board allowances being the focal point of the discussions. The G-SLS representative reminded attendees that cutters are authorized to carry any allowances deemed necessary to carry out a cutter's mission. However, every allowance must be inputted into CM-Plus. If a cutter receives a CM Plus data refresh, and the allowances in CMPlus did not reflect the required allowances in Centralized Shipboard Supply, then those additional allowances would have to be entered into the system to comply with the CFO Act guidance. Data refreshes also cause the PMS data to be lost making the cutter re-input the data each and every time. This is very labor intensive and frustrating for the crew. G-SLS is investigating this problem with the software contractor. The point of contact for G-SLS is CDR M. Mangan at, 202 267-0660.

These above examples illustrate the type of problems and resolutions that are brought out at a CSR. If you have supportability issues that need addressing, don't hesitate to contact your 270' Platform at the ELC, LT John Berry at 410 762-6111, and Mr. Alan Haddaway at 410 762-6155. It is in the best interest of the Cutters, NESUs and MLCLANT to partner with the ELC and establish as many points of contacts as you can, by networking together we can improve support for the operational community.

UTB WOODEN LADDER

The mahogany ladder from the Coxswain's flat to the survivor compartment is no longer available. If your ladder is cracked or worn, you will have to repair the ladder locally. The ladder was originally made of mahogany, which is hard to find and very expensive. We contacted the Standardization Team and they said the ladder could be repaired with another hardwood comparable to the mahogany. The Stan Team also said that the aluminum ladders that were bought recently are not standard and should be replaced with a wood one. When replacing the ladder, remember to follow the original blueprint to help the carpenter. Don't forget to replace the non-skid.

Ordnance Allowances (COSAL)

Every cutter and NESU charged with supporting Navy-Owned Ordnance (NAVORD) is provided an allowance for tools, test equipment, and repair parts necessary to support the equipment. This allowance is documented in the unit's COSAL manual. The key feature of this manual is the Stock Number Sequence Listing (SNSL) for Operating Space Items (OSI) and StoreRoom Items (SRI). You may have heard SRI referred to as On-Board Repair Parts (OBRP).

The OSI section of the SNSL is a complete listing of all the tools and consumable items that need to be on hand to maintain the system on a day to day basis. These items include fuses, lamps, screwdrivers, wrenches, etc. In the case of the UYK-7 Computer Set, it includes the Maintenance Assist Module (MAM) Kits. These kits are a set of circuit cards provided to assist in system troubleshooting. (Refer to COMDTINST 8274.1A) for more information on these MAM Kits.) Keeping these items in the store room under a stock number defeats the purpose of holding the item, as few technicians can recall the stock number of a tool or fuse without at least some research. Having them close at hand will greatly facilitate general maintenance duties.

The SRI section is a complete list of all repair parts required to be in the cutter storeroom. It is the MINIMUM number of repair parts required to be onboard. An algorithm that considers casualty modes, length of deployment, and demand history of the parts generates the SRI. In theory, items on the SRI are those items in the equipment most likely to go bad during a given period of time. It also includes a number of items deemed essential to the operation of the equipment placed on board as "insurance" parts. In practice, the COSAL is a "best guess" list of parts, and experience shows the effectiveness of the OSI varies by equipment. The current high SRI shortfall distorts the shortcomings of the list as well. Units that experience a high usage rate for a part that is not listed on the SRI should submit an allowance change request in accordance with the Afloat Supply Procedures Manual. These suggestions will be evaluated on a fleet-wide basis, and if warranted, will be added to the listing. Although the listing is the minimum level of stock required to be on board, it is not restrictive. Other parts may be carried, but units should have a rational reason for carrying more than required. In some cases, units may have parts above and beyond their allowance that have been acquired from decommissioned Navy units. This is not a problem, even for the CFO Audit, as long as the parts are identified and tracked. Under no circumstance should any repair parts be removed from the cutter for the sole reason that there is no allowance. A long-term goal of the ELC is to identify repair parts currently required on-board that might be better situated ashore. Most likely, these parts will be the harder to get, long lead low-failure rate items like gyros. Cutter and NESU COSALs will be updated as these parts are identified.

Ordnance Team

LT A.B. Jones – Team Leader
410-762-6632 abjones@elcbalt.uscg.mil

CWO M. Miller – Mk 15/Mk 36/MTR
410-762-6626 mgmiller@elcbalt.uscg.mil

CWO D. Gilt – Mk 75/Mk 38/Budget
410-762-6638 dgilt@elcbalt.uscg.mil

FTC Schoch – Mk 92/COSAL
410-762-6621 eschoch@elcbalt.uscg.mil

Loran Processor

Continued from page 1

Designated by the Coast Guard as the CDDP-PDP8E/5000 Loran processor, the PDP8/E (Programmable Data Processor) is used in conjunction with a Loran 5000A receiver at Loran Monitor Stations. The processor is loaded using a laptop computer with CG 3.3 software and used primarily for the purpose of monitoring amplitude, cycle, and phase of the Loran signal as received by the 5000A.

By today's standards, the PDP8 pales in performance and capability. Considered a portable or minicomputer when it was developed, it weighs approximately 90 pounds. It is a 12 bit general purpose processor with a basic cycle time of 1.2 microseconds and has 16K of non-volatile magnetic core memory. This is in considerable contrast to today's typical 64 bit, 400 MHZ desktop PCs with gigabyte hard drives and memory measured in hundreds of megabytes. The front panel programmer's console consists of lights and controls for operation and maintenance. Using this interface, the user can set thresholds of the Loran signal such as time delay error and gain error for alarm purposes. The processor contains 17 circuit card assemblies and one power supply. Two of the circuit cards have transmit and receive dip switches that set up the baud rate for communication between the laptop computer and the processor. The processor also contains a Power fail/Auto Restart circuit card that halts the processor in the event of a power failure and automatically restarts the processor without dumping the program when power is restored.

The Electronic Systems Lab supports a population of approximately 62 of these products for customers throughout the U.S. and Canada, as well as customers at the CG Loran Support Unit and TRACEN Petaluma. Employing a combination of organic and commercial repair techniques to restore not-ready-for-issue (NRFI) processors to a ready for issue (RFI) condition, Lab technicians continue to serve as the final competent technical authority to handle this product before staging for re-issue. Highly trained technicians repair, clean, test, and quality and performance assure each and every single processor before it will be entered back into the supply pipeline to ensure that the fleet customer gets a fully functional product when requested. The Lab supports many products of varying technological maturity, however the CDDP-PDP8E stands as a testimony to the Lab's mandate to provide continued expert support to CG fielded electronic equipment, regardless of age or capability. For further information, contact William C. Walstrum (410) 762-6670.

140' WTGB CUTTER SUPPORT REVIEW

ELC continues to work on the logistics issues identified during the 140' WTGB Cutter Support Review held in March 1998. The ELC tracks action items by documenting each item on a Commodity Management Plan (CMP). The status of each CMP is detailed in the following table. We have determined the National Stock Number for replacement Bridge windows. We provided MLCA(vr-2) with the results of our research on the Robert Shaw valves. The life raft AEL has been validated. We are drafting a Statement of Work for replacing the MDE mounts. Once completed we will forward the SOW to MLCA(vr-2). We are also researching a viable A/C Compressor replacement. All of these issues are class-wide problems that, when resolved, will result in lowering life cycle costs and making sure these cutters continue their mission for many years to come. ELC would once again like to thank everyone who attended the conference for helping us do a better job for you.

#	TASK	DATE REQ	DATE COMP	COMMENTS
1	Delete old Bridge Window NSNs	15-Sep-98	10-Aug-98	Change letter forthcoming to delete NSN 2090-01-423-0615
2	ID A/C comp replacement; Modify A/C APL	15-Jun-98	12-Jun-98	New comp ID'd; Change letter forthcoming to include new APL
4	Establish NSN for window APL	29-May-98	14-Aug-98	Change letter forthcoming to add new APL w/ NSN
5	Validate Temp Valves on APL	28-May-98		Working with MLCA to collect data on Robert Shaw valves
6	Validate F/W pump and motor	28-May-98		Working with MLCA to collect information
7	Ensure Life Raft AEL is updated	15-Jun-98	3-Jun-98	Change letter forthcoming with new AEL
8	Research APL17054721A4	10-Jul-98		Motor obsolete, researching form, fit, and function replacement
9	Create Scope of Work for Boiler	7-Jul-98		Statement of Work under development
10	Ship Check MDE Mounts	N/A	1-Aug-98	Ship check completed; sent SOW to MLCA
11	Validate Vaccum pump APL's	29-May-98		Working with MLCA to validate part numbers
13	Delete obsolete APL's	31-Jul-98	12-Jun-98	APLs deleted
14	M/M & MDG Brushes	1-Aug-98		

LTJG Dennis Kohanyi, ELC (015), Icebreaker Logistics Manager, (410) 762-6605

140' WTGB ATON BARGE HYDRAULIC RELEASE HOOKS/FENDER RELOCATION

This alteration will apply to MOBILE BAY and BRISTOL BAY only and will correct a safety problem inherent in the current barge release system by installing a remotely activated release hook system. The Alteration will also include moving the fenders from the barge notch to the cutter's bow. This alteration is scheduled to be ready for publication by 15 March 1999.

41' CABIN TOP

ALDIST 046/96 authorizes units that received and installed a replacement cabin top from ELC with the white interior gel coat to leave the interior unpainted. ELC has corrected this interior color scheme discrepancy to insure cabin tops now being acquired for stock are color coated yellow in accordance with 41' UTB Operator's Handbook, COMDTINST M16114.2B.

41’ REPLACEMENT CABINS

The contract to fabricate these tops was recently awarded to Ocean Technical Services, of Harvey, La. Vast improvements in the quality of the product and availability are anticipated. Based on Ocean Tech’s optimistic production schedule, our current backorder of eleven cabin tops should be eliminiated by May 1999.

41’ DATA PLATE

The data plate on the 41’ UTB located on the Coxswain’s console is made out of brass. We have received calls from several units saying they had lost their plates during maintenance and painting of the boat and asked if they could use a engraved plastic one. No, the plate is standard. If you lose it you’ll have to order a new one from ELC. The stock number for this plate is 9905-01-245-6641.

41’ SLIDING WINDOWS

The sliding windows over time do not seem to seal right due to wear and tear. Cornell Carr, recommends returning the windows for repair, rather buying a new window. This would be more cost effective. Their number is in front of the BOSS Manual.

41’ CABIN WIRE RUN

This product has been approved for use on the 41’ UTB for the cable run running from the engine room to the cabin behind the coxswain’s chair. This is an alternate to the material used before. Standard Boats Branch and the distributor used this on Station Baltimore’s boat. Ensure you take your time and follow the directions. The STAN TEAM is printing an article in their next newsletter. The distributor has two kits available, kit 4101T includes the filler material, sleeves and all tools required, kit 4101 includes only the filler material and sleeves needed. You can buy this product through:

International Marine Products Inc.
P.O. Box 2657
Laurel, MD 20709
301-490-9681
POC: Bob Ladman

Standard Boats Branch (014)

Since our last article, there have been some changes to Standard Boats Branch. We would like to welcome onboard CWO Mike McHale, MKC Mike Zimmerman, MK1 William Corners. The following is a list of personnel in our Branch.

Lt. John Whittemore
Chief Standard Boats Branch
(410) 762-6189

CWO Roy Brown
ATON Type Support Manager
(410) 762-6185

CWO Michael Mchale
SAR Type Support Manager
(410) 762-6188

MKC Michael Zimmerman
Platform Configuration Manager
(410) 762-6181

MK1 Jon Blanchard
47’ MLB Project Support
(410) 762-6160

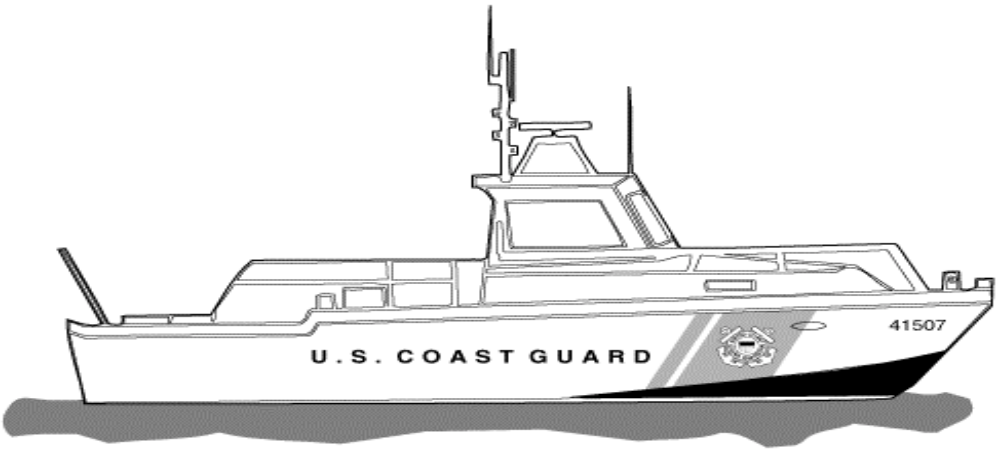
EM1 Ivan Dump
49’ BUSL Project Support
(410) 762-6184

MK1 William Corners
Configuration Data Manager
(410) 762-6182

MK2 Paul Lanneau
Configuration Data Manager
(410) 762-6187

Mr. Abe Loyal
47’ MLB / 49’ BUSL Project Manager
(410) 762-6135

As always, please continue to help us in our efforts to provide a MICA (BOSS) Manual that meets the requirements of the ultimate user; “YOU**”,** the members in the field. Information and suggestions can be provided by sending in a suggestion card located in the back of each MICA (BOSS) manual. Mail the card, fax it or just give us a call. Additionally we would like to thank-you for taking the time out of your busy schedule to meet with the Standard Boats Branch during our road trips.



Address Indicator Groups (AIG)

The Ordnance Section sponsors three-message traffic AIGs to facilitate communication with and between units involved with ordnance. Cutters and NESUs are designated as authorized users for two of the three. The first is AIG 8959 and is intended for use with message traffic involving the Mk 15 CIWS. The second is AIG 8908, which is intended for message traffic involving the Mk 92 FCS, the Mk 75 GWS, and the Mk 36 DLS (SRBOC). The third, AIG 4965, is used for Mk 38 MGS related message traffic, but the authorized user list is very limited. Please do not send Mk 92 or Mk 75 related messages to AIG 8918. The list of addressees on AIG 8918 is significantly longer than on AIG 8908 and most are *not* involved in support of Navy-Owned Ordnance Equipment. Please look over your CASREP message templates to ensure the correct AIGs are listed.

MORSE CONTROL MT-3

We have received a number of calls here at Standard Boats Branch concerning the 41' UTB MORSE CONTROL MT-3, Fig 252 Item A, NSN-1940-00-132-5075. Occasionally when the control gets to its destination, with the instructions are missing. This presents a problem in adapting the unit to our specific application on the 41. In order to make it easier to install and adapt the control head, you can call Morse Controls Div. Their numbers is (216)-653-7701. Ask them to fax a copy of the owner's manual for the MT-3. It includes detailed instructions on adjusting the shifting and throttle mechanisms. The new control head also has a neutral safety switch in it, and should left alone and not discarded.

Standard Boats Branch – BoatAlts List

RECENT BOATALTS

Class	Number	Title	Date Issued
41' UTB	41UTB-B-99	Engine Air Separator Install	01 Jul 97
41' UTB	41UTB-B-100	Bilge Alarm Upgrade	19Aug98
44' MLB	44MLB-B-104-Amend 1	DGPS Installation	15 Jul 98
44'MLB	44MLB-B-105	Loud Hailer Standardization	27 Feb 98
55' ANB	55ANB-A-36	55'ANB Mast Upgrade	29Sep98
55' ANB	55ANB-A-37	55' ANB Engine Access Hatch Dogs	02Nov98

If you have not received a copy of these boatalt's, contact your group..

SUGGESTED BOATALTS *

CLASS	TITLE	CASEFILE
41' UTB	UTB Steering	UTB-041-95-5
41' UTB	Rub Rail Hardware	UTB-041-95-8
41' UTB	Fuel System Leakage	UTB-041-96-57
41' UTB	Emergency Fuel Cut Off Cables	UTB-041-96-60
41' UTB	VHF FM DES Installation	UTB-041-98-1
41' UTB	Upgrade UTB Searchlight	UTB-041-98-10
41' UTB	Paint Scheme Modification	UTB-041-98-2
41' UTB	Power Panel Replacement	UTB-041-98-5
41' UTB	Antifouling Paint System Test	UTB-041-98-7
41' UTB	Dedicated Cell Phone Circuit	UTB-041-98-8
41' UTB	Plug in Alarm Relays	UTB-041-98-9
44' MLB	High Frequency Transceiver	MLB-044-98-1
55' ANB	55 ANB Fire Pump Removal	ANB-055-94-1
55' ANB	Sea Clear Window Heater	ANB-055-95-5
55' ANB	Crane Padeye Installation	ANB-055-95-9
55' ANB	Electrical Transformer Upgrade	ANB-055-96-2
55' ANB	Wash Down System Removal	ANB-055-96-28
55' ANB	Crane Brake Control Mod.	ANB-055-96-35
55' ANB	Fuel Strainer Removal	ANB-055-96-36
55' ANB	Deck Winch Brake Release	ANB-055-97-001
55' ANB	Danforth Anchor Relocate	ANB-055-97-002

*Suggested boatalts are being researched at this time

SCLSIS NAVY EQUIPMENT

Continued from page 6

Configuration data management is continuous throughout the life cycle of a cutter. The automated data processing system in conjunction with standard practices and procedures for identification and status accounting of ships' configuration all leads toward improving logistics support. SCLSI addresses all configuration-worthy items (CI) and provides for the information necessary for technical data reviews and equipment configuration audits.

The SCLSI database serves as the Navy's central repository for ship configuration data and contains the configuration information related to unit's installed and planned-installed hardware. It also tracks applicable logistics support products (i.e., technical manuals, APL's, field changes, etc.) required to properly operate the item. We strive to ensure that the SCLSI database is in synchronization with actual installed hardware and reflects the most current fleet reported configuration changes. Accuracy is critical. When configuration changes are not reported timely, we risk running misguided efforts with respect to fleet modernization and logistics support for those CI. The SCLSIS database does not directly apply to the parts level or parts inventory portions of the Weapon Systems File.

Although, as CDMs, we have overall responsibility for the accuracy of the database, the Coast Guard fleet plays a key role in providing us the most current data. Each ship or shore unit is responsible for maintaining the accuracy of its own configuration data. That information is then reported to us for updating the SCLSIS database. **Units can request a SCLSIS report from us at any time. The report will reflect all the known Navy-type configuration data that is entered for your unit (we recommend that cutters and shore sites request this annually).** Only through your dedicated involvement by reporting configuration changes (i.e., OPNAV 4790/CK) and validating the information in the SCLSIS Reports can we ensure accurate and current configuration data.

There are several advantages by using SCLSIS. Through SCLSIS Coast Guard Cutters with navy-type equipment become registered users with the Navy. Registration is important because the Navy honors requisitions by registered users. Your reporting changes to us using the OPNAV 4790/CK forms is also important because initial outfitting requisitions for Navy-type electronic systems are often at no cost to the Coast Guard Cutter.

In order to support you effectively, we will continue to work with field units to supply the most accurate and current ship's configuration information to the SCLSIS database. For more information, contact Mr. Robby Ramkumar
(410)762-6159
RRamkumar@elcbalt.uscg.mil
(Electronics), or FTC Eric M. Schoch
(410)762-6621
ESchoch@elcbalt.uscg.mil (Ordnance)

When submitting OPNAV 4790/CK forms, you can mail them to the below address.

COMMANDING OFFICER
USCG ELC 016
2401 HAWKINS POINT RD. (MS-26)
BALTIMORE MD. 21226-5000

PEN AND INK CHANGES

Continued from page 11

1. In the **44'** MLB BOSS Manual, forward compartment QAWT NSN 2040-00-542-0200, Figure Group 167, item B, is managed by the Navy. Standard Boat Branch was informed that this door is being supplied as an all steel item and that the 44' MLB door has an aluminum panel. Standard Boat Branch verified this feedback through MLB STANTEAM and then submitted the necessary paperwork to establish an ELC managed NSN for a QWAT Door constructed with the aluminum material consistent with the fleet. The "New" NSN for Item B is 2040-01-420-7325 and the source of supply is ZIC. The remaining three (3) QAWT doors on the 44' MLB are already being managed by ELC.Π

SNAME *Hann* Award To ELC/YARD Personnel

The Society of Naval Architects and Marine Engineers (SNAME) presented the *Elmer L. Hann* award for best paper on ship production of 1997 to Messrs. Christopher Barry (of ELC-024) and Larry Mercier, Tracy Byington and Walt Senkewic, of YARD Engineering, at the annual meeting in November. Their paper, "Implementation of Integrated CAD/CAM Systems in Small and Medium Sized Shipyards: A Case Study", discussed how ELC and the YARD developed an automated system using Computer Aided Design and Computer Aided Manufacturing for the structure of the 49 BUSL. The paper was originally presented at the 1997 *Ship Production Symposium* in New Orleans and subsequently printed in the May 1998 *Journal of Ship Production*.

The YARD used systematic TQM methods to develop ISO certified procedures linking engineering and steel fabrication and automated the cutting of steel parts. ELC 024 acted as trainers and facilitators during this process. Mssrs Barry, Mercier, and a software engineer and a naval architect for the private industry, Mssrs Rolf Oetter and Kenneth Lane, wrote "Keys to CAD/CAM in Small Shipyards" and presented it at the same meeting. This paper expanded on the themes presented in the first paper and also covered software, design, concurrent engineering and advanced workflow systems for CAD/CAM. For more information, contact Debu Ghosh, Chief, Boat Engineering Branch, (410) 762-6736.

270' WMEC Machinery Plant Control and Monitoring System (MPCMS) Study Underway

Last September, the ELC Electrical Systems Branch began an effort to identify the problems and possible solutions for the support, reliability, and casualty issues plaguing the 270' WMEC Machinery Plant Control and Monitoring System (MPCMS). The magnitude of this task became apparent during the initial meeting. A task of this size would quickly overwhelm one or two individuals, so others were invited to join the effort. A new 270' WMEC MPCMS Equipment Team was established. The team, made up of Project Managers, Engineers, Technicians, and Logisticians from the ELC and MLCA, has been tasked with performing a trade-off study to assess the feasibility of upgrading the existing MPCMS. The Electrical Systems Branch has been assigned the lead to conduct the study and report findings.

This comprehensive study will assess past and present CASREPS along with logistics data to establish costs, to date, to maintain the current system. Additionally, this data will be used to project future maintenance costs. Information gathered from a 270' WMEC Engineering Officers (EO) users group will also be used in conducting this study. All of the information and data the team gathers will be used to define the minimum acceptable performance and functional operating levels the cutters expect in a MPCMS.

The trade-off study will analyze the following options:

1. Continuing to support the current MPCMS throughout the remaining service life of the cutter class.
2. Contracting with the OEM to upgrade the current MPCMS.
3. Procure through a competitive process an industry replacement for the current MPCMS.
4. Develop a replacement MPCMS using ELC technical resources.

Following a thorough review of each of these options, the trade-off study will recommend a course of action to pursue. Once approved, work can begin immediately, as initial efforts have been funded through the POP process. Additional information about this study can by obtained by contacting Alfredo Mistichelli, at (410) 762 - 6811, Andrew Mierzwa - 6828, or Roger Pruzinsky- 6292.Π

ALCO 251 Overhaul Kits

The long awaited ALCO Overhaul Parts kits are on the shelf. The kits contain the "soft parts" required to complete overhauls on Alco 251 Diesel engines aboard 210, 270, and 400 foot cutters. The kits are intended to contain all gaskets, and parts routinely replaced at the given intervals. However, Major assemblies and components such as cylinder liners and water pumps must be inspected, and qualified for reuse and, are no longer included. These kits are the result of studies done by the now-disbanded ALCO Tiger Team, and the following table contains the fruits of their labor:

Cutter	Overhaul Interval	TYPE	Order Number:
210 A WMEC	12,000 HRS	MDE	2815 01 F97 0937
210 A WMEC	24,000 HRS	MDE	2815 01 F97 0938
210 B WMEC	12,000 HRS	MDE	2815 01 F97 0942
210 B WMEC	24,000 HRS	MDE	2815 01 F97 0941
270 WMEC	12,000 HRS	MDE	2815 01 F97 0940
270 WMEC	24,000 HRS	MDE	2815 01 F97 0939
400 WAGB	12,000 HRS	SSDG	2815 01 F97 0935
400 WAGB	24,000 HRS	SSDG	2815 01 F97 0936
400 WAGB	18,000 HRS	MDE	2815 01 F97 0934

As with all new things, slight adjustments may be required to ensure that these kits are useful to our customers. Presently, we are correcting flaws in the 24000 Hr kits. The kits do not contain all parts necessary to complete the 24000 Hr rebuild, so until further notice, customers should order the correct 12000 HR kit as well. Both kits when combined contain the necessary parts to complete the 24000 Hour overhaul.

Suggestions for improvements to these kits should be addressed to MKCS M.D.Murdock at ELC, (410) 762-6773, or Email Mmurdock@elcbalt.uscg.mil. Defective parts, insufficient quantities, quantities not matching the packing list, etc should be reported using a ROD or QDR in accordance with the Supply Policy and Procedures Manual, ComdtInst M4400.19A, Chapter 5, Section N.Π

ALCO Owners Group

The Coast Guard has joined the ALCO Owners Group, a service of MPR Associates. The owners group serves as a central collection point for information about, ALCO 251 Engines.

Several years ago, the ALCO Engine line passed from owner to owner, and technical and parts support was poor. The group allowed members to present a unified position to the engine manufacturer and increase visibility of individual concerns. Today, the ALCO Owners Group consists of several nuclear power utilities, the U.S. Coast Guard, & Navy, the Canadian Coast Guard, and the Australian Navy - all of whom operate ALCO 251 engines. Meetings are held up to three times a year, and COLTEC, the current owner of the ALCO engine line, participates in the meetings. Representatives from ELC, NESU Seattle, CGC POLAR SEA, NESU Portsmouth, MLCLANT, and other units participated in 1998 meetings. The information exchanged at these meetings has proven to be incredibly valuable.

As part of the owners group activities, MPR Associates is tasked with specific technical activities. For example, an outstanding set of technical documentation has been prepared. Copies of the MPR Assoc. Inspection Manual, and related technical manuals, have been distributed to selected Coast Guard commands for comments. Eventually, we hope to provide copies of these manuals to all units that operate or support ALCO engines. There are also plans for generating electronic versions of the tech pubs. The owners group is studying Coast Guard engine condition analysis methods, with an eye toward condition-based maintenance, and extending overhaul intervals.

We can get the most bang for our buck, by participating, and providing information as needed. Questions regarding inspection and maintenance of ALCO engines can be sent directly to MPR Assoc. via email or telephone, or to Tom Gahs - the ELC point of contact for the ALCO Owners Group. The next meeting has tentatively been planned for late May or early June in Reno, Nevada. All Coast Guard units that operate or maintain ALCO Engines are welcome to participate (although you must provide your own travel funding). If you would like to be included in a mailing list for meeting notifications, please contact Tom Gahs below.

The points of contact for the ALCO Owners Group

Mark O'Connell, MPR Assoc.	moconnell@mpra.com	(703) 519 - 0200
Christian Haller, MPR Assoc.	challer@mpra.com	(703) 519 - 0200
Tom Gahs, ELC	TGahs@elcbalt.uscg.mil	(410) 293-6203

Flooding Casualty Control Software (FCCS) To Become a Windows Program

Several years ago, the U.S. Coast Guard entered a new era in shipboard stability assessment with the delivery of Flooding Casualty Control Software (FCCS) to the fleet. This program, along with ship-specific FCCS databases and dedicated notebook computers, is now in use on practically all cutters 110 feet in length and greater for the purpose of aiding shipboard personnel with stability calculations. The program provides rapid and accurate evaluation of a ship's intact or damage stability including the destabilizing effects of grounding or flooding. The user has the ability to modify the load-out of the vessel, display the resulting stability of the vessel on graphical screens and view the resulting draft, list and trim. In the event of damage or internal flooding resulting in a large loss of stability, FCCS will prioritize the most effective actions that can be taken by the crew to restore their ship to a more stable condition before further damage occurs or deteriorating sea conditions make matters worse. The FCCS program and associated ship databases are maintained by the Naval Architecture Branch of the Equipment Management Division, Engineering Logistics Center (ELC 023) in Baltimore, MD.

Continued on page15

What Is A Cutter Support Review?

Continued from page 1

tasks of resolution for the Critical Equipment Support Problems which were identified by the MLC message responses. Now keep these definitions in the back of your mind and lets move on with our "what goes on in a CSR conference" issue.

In a CSR conference, members review as a group, various critical equipment support problems (HM&E, Elex, & Ord). These critical equipment support problems are submitted by HQ, ELC, MLCs, NESUs, and Cutters in response to a CSR solicitation message released by the appropriate MLC 34 weeks prior to the conference. The critical equipment support problems are presented to the conference members in either the CMP format or as an Issue. The group then reviews each CMP using the following criteria:

- Is the correct equipment identified?
– Is the correct problem identified?
- Identify the correct resolution?

Once all of the CMPs are reviewed and signed, the conference members move their focus to reviewing CSR issues. The difference between CMPs & issues is CMPs require the conference members to identify a path of resolution where issues are usually already on a get well plan and are being provided to the conference members as a FYI courtesy. Once the CMPs & issues have been reviewed the educational segment of the CSR begins. This involves various educational briefs ranging from HQ, ELC, MLC, NESU, to RTC issues. The last item addressed when deemed necessary is the review of the Cutter Class Maintenance Plan (CCMP). Upon completion of the CCMP review the CSR conference is brought to a close. Generally CSR conferences last from three days to one week. The ELC funds the travel and conference support. On the average each allowance document supported Cutter Class will cycle through the CSR process every 2 to 3 years. So remember next time you are tasked with providing CSR inputs in response to the CSR solicitation message, please take the time to provide substantial critical equipment support problems in response to the CSR message. Your inputs will more than likely show up again but next time in front of 25 to 50 people with the point of origin noted on the CMP itself for all to see.

In addition, the CSR provides a great opportunity to share information with other people who more than likely, have experienced similar problems and possible solutions.

Below is the current CSR schedule:

FY & QTR	CLASS/EQUIPMENT	KICK-OFF DATE	EXECUTION DATE
4th Qtr FY-99	225 WLB CSR	07 DEC 98	16-20 AUG 99
2nd Qtr FY-00	378 WHEC CSR	07 JUN 99	14-18 FEB 00
4th Qtr FY-00	210 WMEC CSR	06 DEC 99	14-18 AUG 00
2nd Qtr FY-01	175 CSR	05 JUN 00	12-16 FEB 01
4th Qtr FY-01	110 CSR	04 DEC 00	13-17 AUG 01
2nd Qtr FY-02	140 CSR	04 JUN 01	11-15 FEB 02
4th Qtr FY-02	270 CSR	03 DEC 01	12-16 AUG 02

NOTE: This schedule is subject to change. All CSR related inquiries should be

175' WLM CLASS SEAWATER SYSTEM PROBLEMS

The 175' WLM class has experienced problems with the seawater systems. Air entrainment, galvanic action, excessive pipe velocity, improper routing of piping, pump seal failures due to the lack of ASW pump recirculation piping and incorrect installation of abrasive separators in the firepump seal water lines are problems that have been reported. The ELC has redesigned the system to correct these problems and has created a drawing and specification package for inclusion in a forthcoming ShipAlt.

Continued on Page 16

FCCS Software

Continued from page 14

Since the FCCS program's inception in the late 1980s, FCCS has been a DOS-based program. It has been modified significantly over the past decade, and functionality has improved vastly. However, FCCS uses an outdated text-based user interface, the menu structure is not as intuitive as modern Windows-based systems, and all the modifications through the years have resulted in some situations too overly complex for clear program flow. Although adequate at the time, FCCS has become increasingly more difficult to maintain and upgrade with new features. Besides, most computer users nowadays are much more familiar with Windows-style programs and mouse-driven pull-down menus. Consequently, it was recognized that the time had come to make the leap into the Windows environment. ELC 023 in conjunction with the U.S. Navy has initiated a major effort to transition FCCS into a Windows NT program that will also run on Windows 95.

The new FCCS program will be more streamlined in moving between input information and output displays. In some cases, a single window will be capable of receiving the input data and presenting the output result simultaneously. Shown in Figure 1 is a prototype sample of what a new Commanding Officer's summary screen will look like for the POLAR Class. Using a tab-sheet feature similar to pages in a MS Excel workbook, the user can quickly move about among related information screens or to more detailed summary information. In fact, all of the user input screens will be simpler and more familiar to use. A sample dry loads input sheet for updating "Provisions-Personnel Stores" loading is shown in Figure 2. The tabs along the bottom lead to other dry loads input sheets.

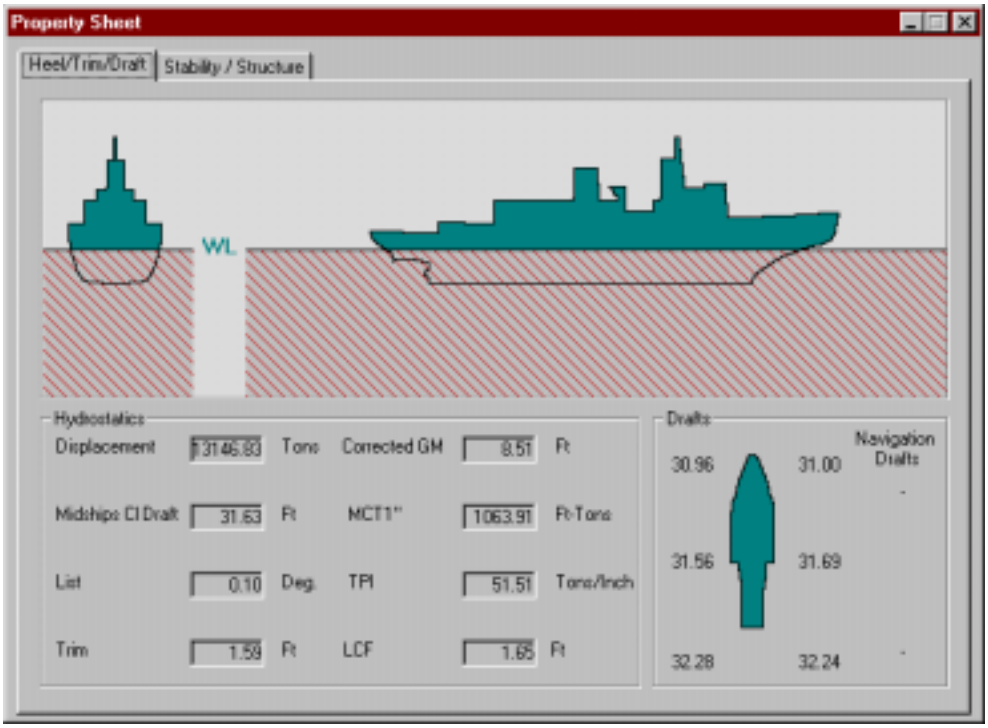


Figure 1. New "Command Summary" screen for Windows FCCS

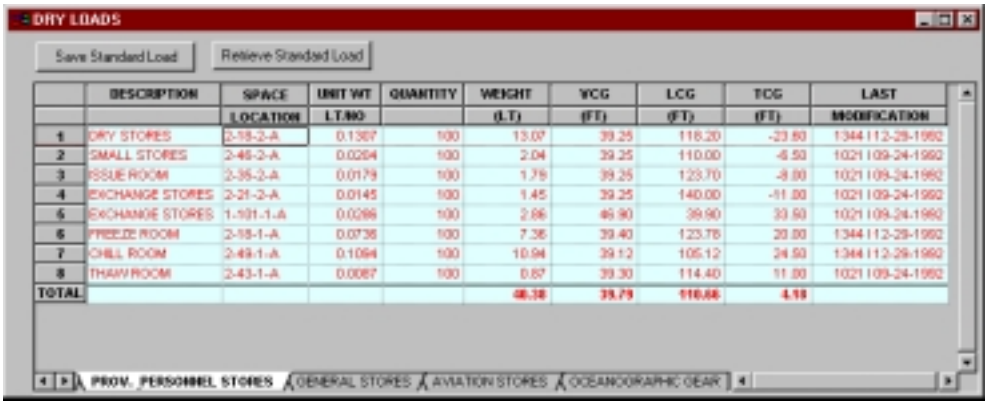


Figure 2. New "Provisions Personnel Stores" dry loads input screen for Windows FCCS

The modular functionality of the new FCCS is also expected to allow much greater flexibility for future applications. For instance, at the present time several Navy ships have their liquid tanks instrumented with tank level indicators that feed the sounding data directly into FCCS. This saves quite a bit of time from obtaining individual tank soundings and keying the data into the FCCS liquid loading sheets. For these ships the condition of liquid loading is updated in FCCS whenever FCCS needs the information.

Not only is FCCS capable of retrieving information automatically, but there are a number of proposals afoot for FCCS to feed stability information on to other sophisticated systems whenever requested.

Continued on Page 16

FCCS Software

Continued from page 15

.For instance, the Navy is experimenting with a number of concepts for Command Decision screens that may show things such as a damaged ship's residual strength and limiting speed along with up-to-date stability information from FCCS. Any other program that needs the ship's current displacement and height of the center of gravity could access FCCS for that information for its own use. Examples include seakeeping prediction programs and real-time helicopter or boat launch and recovery guidance.

Among the simpler problems that will be solved with FCCS for Windows is the printing problem. The current DOS version of FCCS uses outdated DOS printer drivers that are built into the program. This aspect of FCCS has not been updated because the original programmer for the printer drivers no longer maintains them for each new printer that enters the market. With the switch to Windows the printing problem will disappear. In Windows, the printer drivers are separated from the program allowing a computer to be configured with just the printer drivers that are needed.

This joint Coast Guard and Navy project is still in its early phases and is expected to take a year or two of careful programming and testing before the new FCCS is released to the fleet. Based on the progress so far, the new FCCS should be well worth the wait.

The Naval Architecture Branch of the Engineering Logistics Center (ELC 023) prepares, approves, updates, distributes, and provides technical support for FCCS (see COMDTINST 5605.5 dtd 31 JAN 95). Suggestions and comments about FCCS and its application can be directed to Mr. Rubin Sheinberg of ELC-023 (Chief, Naval Architecture Branch) at (410) 762-6709. Technical support is available at (410) 762-6708/6712, FAX (410) 762-6868 and E-mail FCCS@ELCBalt.uscg.mil). Please include user name and telephone numbers with e-mail messages.Π

175' WLM System Problems

Continued from page 14

AIR ENTRAINMENT - Air entrainment is the result of the sea bay/seachest arrangements. Several factors contribute this problem:

1. *Sea bay vent pipes* – The sea bay is divided in half by a centerline structure. Only one half of the sea bay is directly vented through the vent pipe. The other half is indirectly vented through small holes in this centerline structure which could be easily clogged by snow and ice. It is interesting to note that engines, which take suction on the port side of the sea bay, which is the side, the vent is on, are less prone to losing suction.

2. *Sea bay suction tail pipes* - Each suction tail pipe in the sea bay is poorly arranged and is prone to suck any air in the sea bay into the piping by way of vortices. The existing arrangement had the suction tail pipe for Main Diesel 1, SSDG 1 and SSDG 2 terminating only 8" below the sea bay overhead. Any air entering the sea bay through the stbd seachest would most likely be sucked into this pipe instead of escaping through the remotely located vent pipe. Main Diesel 2 (which had a better track record of not losing suction) had a suction pipe terminating in the sea bay at a depth of 21" below the sea bay overhead. This problem of poorly arranged suction tail pipes not only applied to the engines but also the ASW pumps and the firepumps.

3. *Sea bay recirculation* – The re-circulation pipe to the sea bay terminates about 2" below the overhead of the sea bay and discharges directly over the suction tail pipe for Main Diesel 1, SSDG 1 and SSDG 2. The recirculated water discharging downward at the entrance of the suction tail pipe causes any air in the overhead of the sea bay to be entrained by this impinging stream splashing down on the water surface. This splashing and air entrapment occurs at the inlet to the suction tail pipe and causes the engines to ingest air. The problem of the recirculating water splashing is aggravated by the absence of an orifice plate in the sea bay recirculating line. The flanges are installed for the orifice plate but the only things between these flanges are two gaskets.

4. *Engine suction piping* – The SSDGs were provided with self-priming pumps, which are capable of restoring suction automatically after ingesting an air pocket. The main engines have raw water pumps, which are slightly above the waterline and did not have these self-priming pumps. The main engines lose suction after ingesting any significant amount of air. The arrangement of the suction piping serving Main Diesel 1, SSDG 1 and SSDG 2 aggravated this problem. The SSDG's take suction from the bottom of the suction main while the main engine takes suction on the top of the main. The SSDG's receive the water from the bottom of the suction main while the main engine receives the air pockets left behind by the SSDG's. The installation of Gilkes self-priming pumps on the main engines has basically resolved this problem.

GALVANIC ACTION – The ASW pumps are 316 stainless steel, which is nobler than the 90-10 copper nickel piping. This leaves the piping susceptible to galvanic attack.

Continued on page 17

175' WLM System Problems

Continued from page 16

IMPROPER ROUTING OF PIPING - The Z-Drive lube oil cooler was not part of the original design. It was installed as a result of high lube oil temperature alarms sounding during the summer months while underway. In order to correct this retrofit, lube oil coolers were installed in series with an upstream of the Z-Drive hydraulic coolers. This allowed use of most of the existing ¾" piping. However, this arrangement also pre-heated the seawater going to the Z-Drive hydraulic cooler. The Z-Drive hydraulic cooler was only sized for 90 degree F seawater. When operating in warm climates, the Z-Drive hydraulic coolers will be supplied excessively warm water due to the lube oil heat rejection. The Z-Drive hydraulic coolers will be less effective and overheating could result. Up to now all WLM cutters have been home ported along the North Atlantic where water temperatures rarely reach 75 degrees F. As a consequence, this problem has not resulted in casualties. This problem will most likely occur as soon as the first WLM cutter is operated in the Gulf of Mexico or Florida.

EXCESSIVE VELOCITIES: - A computer model of the as built piping arrangements found excessive velocities in several pipes including the piping serving the Z-Drive coolers as well as the piping serving the heat pumps when the heat pumps are heavily loaded and the seawater temperatures are high.

ASW PUMP RECIRCULATION LINES – There are no recirculation lines serving the ASW pumps. One of the pumps is normally kept running 24 hours a day to provide water to the heat pumps and Z drive coolers. The heat pumps and HPU have water-regulating valves, which automatically close during periods of low load. There would be insufficient water running through the pump to prevent the seals from burning in the event the water regulating valves on the heat pumps and the HPU are closed simultaneously and the cut out valves for the Z drive coolers were shut. This could be an accident waiting to happen when maintenance is done to the Z drive coolers.

FIREPUMP ABRASIVE SEPARATORS - The abrasive separators in seal water lines serving the firepumps are installed incorrectly. Lubricating water is still being supplied to the seals but the separators are not as effective at removing the sand and solids out of this seal water when they are installed incorrectly. The sand and solids in this seal water will probably shorten the life of these seals.Π

Thanks to our Web Site/Newsletter Natural Working Group (NWG) members Terry Bernard, CPO Ed Gies, Helen Miller, Brad Holtzapple, CWO Roy Brown, CWO Terry Manning, CPO Joe Harold, Jacqueline Davis and Cosmo Paone for another job well done. Special Thanks to Brad Holtzapple, Terry Bernard and CPO Joe Harold who have spent numerous hours creating this on-line version of the ELC LOG.

MANDATORY TURN-IN PROGRAM FOR COAST GUARD ELECTRONIC AND STANDARD WORKSTATION II REPARABLE EQUIPMENT

The Engineering Logistics Center (ELC) manages selected Coast Guard Electronics and Standard Workstation II (SWII) equipment under its APA Repairables Program. Located in the 021 Communication Equipment Branch and 022 Navigation Equipment Branch, this program provides for the issue and mandatory turn-in of selected electronic and SWII items through a support pipeline maintained by the ELC. The basic concept is that when a component in the field fails, the unit requisitions a replacement from the ELC utilizing established requisitioning procedures. Upon receipt of the ready-for-issue (RFI) component, the unit returns the defective material unless directed to dispose of it by the item's ELC Inventory Manager. Failure to return required defective material in a timely manner or ordering items when a defective component will not be returned could adversely affect the ELC's ability to meet the demands of other Coast Guard field units.

A few things to remember when using the repairables program that will help your unit receive credit for the returned item and help the ELC process it through repair more quickly:

ELC ELECTRONIC/SWII SUPPORT GRAM: The ELC publishes a semi-annual Electronic/SWII SUPPORT GRAM on 1 April and 1 October. The SUPPORT GRAM lists various information, including the stock number and nomenclature, for the electronic and SWII items that the ELC supports. The SUPPORT GRAM is mailed to units and also appears on the ELC's INTRANET web page. Units with access to the INTRANET via SWIII will see changes posted on a weekly basis.

Continued on page 18

Mandatory Turn-In Program

Continued from page 17

DOCUMENT NUMBERS AND THE PROPER IDENTIFICATION OF ITEMS: When contacting the ELC concerning a requisition, ensure that you have the Document Number readily available. The Document Number includes the unit's OPFAC, Julian Date and a four digit unit assigned serial number. The ELC tracks electronic and SWII items by document number only and not by serial numbers. You should also have the Stock Number, Quantity, Priority, and Required Delivery Date available.

RETURN DOCUMENTS: Keep track of all the paperwork you receive with the item. Since the ELC tracks by document number, it is critical that the turn-in document accompanies the returned item. Items received without the proper turn-in documents will be placed in frustrated receipts and may be returned to the unit if we are unable to identify which document number they pertain to.

CG-5236, USCG SERVICEABLE/ UNSERVICEABLE MATERIAL TAG: Always use the CG-5236 when returning defective material to the ELC. Failure to attach a properly filled out CG-5236 creates delays in identifying and repairing the item. The CG-5236 may be requisitioned at no cost from the ELC; stock number 7530-01-GF2-9270, Unit of Issue (HD).

RETURN SHIPMENTS: Always return the item in the box that the RFI was shipped in unless the box was damaged in shipment or the items was a substitute (SWII only), and a different size box is required. Units are responsible for obtaining boxes for shipping.

NO LOCAL REPAIRS: No attempts should be made to repair or modify any equipment or component unless specifically authorized by the Program Manager or ELC Inventory Manager. If the component shows obvious repair attempts by a unit, mishandling or improper shipping, the unit may be charged for the repair or replacement of the returned item.

DO NOT DELAY IN RETURNING DEFECTIVE ITEMS, RETURN THEM PROMPTLY: The Supply Policy and Procedures Manual (COMDTINST M4400.19), Page 5-J-45, Shipment of NRFI Carcasses, under the paragraph titled Policy, states that the NRFI document and packages should be returned within 48 hours. The ELC understands that delays may occur due to underway schedules, operations, etc., therefore we allow a return window of 60 days. Failure to return defective material within 60 days of receipt or to respond to written correspondence for items 60 days overdue will result in the unit being charged the replacement cost of the item.

ALWAYS SHIP VIA TRACEABLE MEANS: This means using a small package carrier such as RPS or FEDEX, or shipping by a commercial carrier using a Government Bill of Lading (GBL). Do not use Surface Parcel Post, Priority Mail, Certified Mail, or Registered Mail. Units are responsible for proving receipt of a returned item by the ELC. The inability to show receipt of a returned item may result in charges to the unit. See ELC Supply Advisories for special shipping instructions for SWII items. These Supply Advisories are listed on the ELC's INTRANET web page.

The Communication Equipment Branch and the Navigation Equipment Branch will continue to look for innovative ways to serve our customers. Increased use of the ELC's INTRANET web site to post pertinent information is one method of expanding our communications with Coast Guard field units. Visit our INTRANET website at http://cgweb.elcbalt.uscg.mil, and let us know what you think! For further information, contact CWO3(F&S) Terry Manning (410)-762-6254.

MATERIALS MANAGEMENT DIVISION PROJECTS SUPPORT

This article provides a brief overview of project material support provided by the ELC. The Retail Operations Branch in the Materials Management Division (03) handles items that are in two categories. (1) HQ/HQ Units Special Electronics Projects and (2) HM&E Retail Operations Projects. Specifically, the ELC will provide warehouse, inventory management, and shipping support for selected programs that are administered by CGHQ, or by Headquarters units. In the case of major AC&I programs, such as the construction of the new 225' WLBs, the Retail Operations Branch will provide the same kind of support for Government Furnished outfit items which the Coast Guard is contractually obligated to provide to the shipbuilder.

For HQ projects we warehouse and manage the inventory of specific electronic equipment procured by HQ/HQ Units. Currently we have 35 of these projects. Some recent examples are SCCS-210 Upgrade, AN/SPS-73 Radar Installation, etc… We receive, store, and distribute these items to various units for installations.

For HM&E Retail Operations Projects, we order, receive, store, issue, and deliver specific items required for outfitting a cutter, whether it's being built from scratch or going through a major overhaul. Examples include the 210' WMEC MMA, 175' WLM, 225' WLB, and 49' BUSL. Each project has different requirements that contain up to 7000 line items. Over the past 6 months, we've completed the outfitting for (1) 210' WMEC, (5) 175' WLM, (1) WLB, and (5) 49'BUSL projects.

For further information, please contact SKC Ken Kiper, Team Leader, (410) 762-6351.

MATERIALS MANAGEMENT OVERVIEW

In the last article from the Materials Management Division, we discussed some tips on transportation of requisitions. In this article, we will tell you a little more about our organization. As previously mentioned, our division is responsible for shipping of all the items from our two warehouses, located in Curtis Bay, and in Columbia, Maryland. Our transportation people also support the Coast Guard YARD when their personnel go on the road to do industrial work. This takes the form of shipping tools and equipment to the work site.

The Materials Management Division is home to the retail inventory at the ELC. This inventory provides supply support to all Baltimore area units. While our biggest customer by far is the Coast Guard Yard, this branch also supports Activities Baltimore, local vessels as well as visiting cutters. This support includes management of retail inventory, other government agency requisitioning and storage & distribution operations. The storage and distribution for this operation is housed at the Curtis Bay warehouse. This warehouse is also where all ELC managed reparable items are located. As of April 1999, this will also include all electronic repairable items. Our division also manages material projects assigned to the ELC. This will be discussed in another article.

The Columbia, Maryland warehouse contains Coast Guard unique consumable items managed by the ELC. We carry ATON supplies, technical publications, CG unique electronics and a large variety of cutter and boat support items.

Each warehouse is fully staffed and opend during normal business hours weekdays. At night and on weekends, warehouse staff is on call to respond to high priority (999) CASREP requisitions. While customers interface directly with the ELC Requisition Management Branch (410-762-6800), warehouse and transportation personnel are working behind the scenes to get your requisitions filled and out the door.

"Transportation personnel are working behind the scenes to get your requisitions filled and out the door."

YEAR 2000 FAMILY PLANNING

By ET1 Kevin Shaw

What should you be doing to prepare yourself and your family for the Year 2000 Bug? The Year 2000 computer "glitch" offers a rare opportunity for us to plan ahead for the "storm", if there is one. Unlike other more common disruptions (hurricanes, storms, earthquakes, etc.), we know exactly when this event will take place. The question is, how disruptive will it be. Soothsayers predict anything from a mere inconvenience to a major disaster. Through technical reviews, systems testing and contingency planning, we are projecting minimal impacts, **BUT**, recommend that you prepare your family in case the undiscovered bugs cause some short term (7-10 days) interruptions in utility services (electricity, water, phone service, cable TV) or commercial businesses (grocery store shortages, ATMs inoperative).

Another thing that you should do is determine from the manufacturer whether anything you own may have Y2K problems. Most manufacturers have web sites and will provide some type of Y2K information in the form of a web page, searchable database or an e-mail link. The common items you should check include:

- Personal Computers and associated Software Applications
- Modern Heating and Air Conditioning Systems
- Microwaves
- Security Systems
- Sprinkler Systems
- VCRs

We have compiled a list of Frequently Asked Questions (FAQs) to help you plan for this (and other emergencies). Remember, "better safe than sorry", it's always wise to be prepared.

Continued on page 20

YEAR 2000 Family Planning

Continued from page 19

1. **How do I make sure we'll have enough water?** An economical way to store water is to simply fill clean 2-liter plastic soft drink bottles with tap water (after you've finished the soft drink, of course!) with 4 drops of household, *non-scented* chlorine bleach. (Don't use plastic milk containers because the plastic is designed to be environmentally friendly and will deteriorate.). You can easily wash them out, fill them with clean water and put in the four drops of bleach. Up to a month's supply of drinking water for your family is a good target. You should figure on no less than a gallon a day per person (and don't forget about your pets). It's also a good idea to store extra water for washing or flushing toilets. You can use a big plastic garbage can to store non-drinking water.

2. **What about storing enough food?** The longest lasting and least expensive foods to store in your pantry are dry pastas, dried beans, rice, lentils, and grains such as barley and cracked wheat. They'll keep for years. Of course, most nutritionists say you should be eating these foods anyway, but if you're not, at least you'll be on a healthy diet during an emergency. The only drawback is that dry foods must be cooked, which means having enough water and portable heat if your house has lost electricity or gas.

Of course, it's always a good idea to stock canned goods. Just remember that canned food starts to lose its nutritional value after 6 to 12 months, so be sure to rotate your supply often by using the oldest cans first. And, make sure you have a manual can opener handy in case there's no electricity to operate your electric one. Don't forget about your pets! Keep extra bags of their favorite food in storage, just in case.

3. **What other household necessities are good to have on hand?** The basics include extra toilet paper, plastic garbage bags, extra can openers (the manual kind), a Swiss army knife or even better a leatherman-type tool. Paper plates, cups and plastic utensils are good if you can't spare water to wash dishes. You should also store extra baby supplies such as diapers and ointments, and pre-moistened towelettes so faces and hands can be cleaned without water. You should also have a can of Lysol to help stop the spread of germs, air fresheners, and an extra supply of feminine products. Heavy-duty aluminum foil can be used to cook food in a pinch. Nylon rope, extra batteries and flashlights, a supply of candles, and waterproof matches are also good items to have on hand. Basic tools like an adjustable wrench, a hammer, a screwdriver, pliers, a small hand ax or hatchet, a folding shovel and a saw for firewood can come in handy. It's also a good idea to get books and board games to keep the children occupied if there's no electricity for the Nintendo.

4. **Any home safety tips?** If you're not sure where to find the master gas valve, water valve, and circuit box, or if you don't know how to turn them on and off, call your local utility company and find out if they have a free home inspection program. This way, a trained technician will come to your house, show you what to do, and give you tips on ways to make your home even safer and more efficient. The few minutes you spend learning how to turn your utilities on and off could be a lifesaver in an emergency, and may make it possible for you to stay home instead of evacuating to a shelter.

5. **How can I be sure we'll stay warm at night?** January 1 could be very cold in some areas. If you live in a cold winter region, sleeping bags are a wise thing to have. Most modern sleeping bags are made of advanced synthetic fabrics that will keep you warm even if they get wet, and they're designed to dry quickly. Many are also machine-washable. Some people swear that down sleeping bags are the best. If you're allergic to down, obviously, synthetic is the way to go. Also, if a down bag gets wet, it won't keep you warm like a synthetic bag and down takes a lot longer to dry. Many modern sleeping bags are mummy-shaped (hence the name "mummy bags"). The bag is kept closer to the body, which conserves more heat, and it's lighter and easier to transport. Your bag should have a "hood" with a drawstring that can be drawn around your head and shoulders, since that's where you lose most of your body heat. Another important point to remember is that sleeping bags are rated according to the lowest temperature at which they will keep you warm. Some lighter three-season bags are rated to higher degrees, while others are designed for extreme winter conditions and can keep a body warm down to very low temperatures.

If you plan to use your fireplace to substitute for conventional electric or gas heat, remember that fireplaces are not very energy efficient. Most of the heat produced gets drawn up the

Continued on page 21

Need Year 2000 Information?

The Coast Guard Operations Systems Center (CGOSC) provides one stop shopping for aircraft, floating platforms and some shore sites. The CGOSC can be accessed at:
http://cgweb.osc.uscg.mil/y2ksc/
The Atlantic Area Y2K project web page can be accessed at:
http://cgweb.lant.uscg.mil/MCLANT/Tdiv/Y2K/Y2k.asp
Here at the ELC, our database contains Y2K status information on ELC-responsible standard equipment only, and can be accessed at:
http://cgweb.elcbalt.uscg.mil/y2kdb.htm

YEAR 2000 Family Planning

Continued from page 20

chimney. If a fireplace will be your only source of heat, you'll need lots of extra wood to compensate for the heat loss through the chimney. There are fireplace inserts available and designed to fit right into the fireplace hearth. You'll use less wood, and your house will be heated more efficiently.

6. **What is the best way to light my home if the power goes out?** Having light when there's no electricity can be a tremendous psychological comfort, not only for you but for your children as well. That's why it's a good idea to keep plenty of candles on hand. The white votive candles that come in bulk-sized boxes are the most economical. Also, keep a few flashlights around where you can get to them easily. Store extra batteries in the refrigerator to prolong their shelf life. One important warning: Never light a match, candle, or turn on a light switch if you smell gas. Use a glow stick instead, a good investment at about $1 each for a 12-hour glow stick.

7. **I'm worried about having enough cash on hand in case electronic banking is disrupted.** One consequence of the Y2K problem could be a disruption in access to your bank account. Here's a simple way to build a small cash reserve. Put aside $10 to $20 a week in a safe place in your home. Before you know it, you'll have built up a tidy sum of cash.

Come to See Us

From Washington and Points West or South
From HWY 95 or 295 North, Turn right on Baltimore Beltway I-695 heading east toward Key Bridge for 5.4 miles to Exit 1. At the end of the off ramp, bear right. You will immediately come to an intersection with a traffic light (Hawkins Point Road). Make right on Hawkins Point Road and continue for 1/2 mile to the first traffic light. Turn left into the Coast Guard Yard. The gate guard will provide a parking pass and parking directions.
From Baltimore and Points North or East
From HWY 95 South, turn left on Baltimore Beltway I-695 heading southwest for 16.7 miles, over the Francis Scott Key Bridge, to Exit 1. At the end of the off ramp, turn left. You will immediately come to a an intersection with a traffic light (Hawkins Point Road). Turn right on Hawkins Point Road and continue for 1/2 mile to the first traffic light. Turn left into the Coast Guard Yard. The gate guard will provide a parking pass and parking directions

You may also want to pay your January monthly bills in December, a month in advance, to be sure there will be no credit problems should the banking systems experience difficulty. Keep your receipts!

8. **How do I make sure my bank and insurance companies don't "lose" me if their computers crash?** The best way to defend yourself against a computer crash is to keep paper copies of everything: bank statements, insurance policies, credit card statements, records of payments & deposits, and so forth.

This way, if there is a computer problem, you have accurate back-up records as proof.

9. **Will my homeowner's insurance cover me if something happens as a result of Y2K?** That depends on your particular policy and the insurance company's views on Y2K. Review your homeowner's insurance policy to see what it covers, and then get in touch with your insurance agent and ask him about their position on Y2K related problems. It would also be a good thing to ask about the Y2K status of their computer

What Do You Think? Please Let Us Know.

Customer Feedback. If there is any information you would like to see included as a regular part of this publication, or if there is any way you feel it could better service you as a customer; please take a moment to provide your comments. Simply send email to our Content Approving Official. Thanks for your interest in helping us improve our service to you, our customers.

E-mail to: POittinen@elcbalt.uscg.mil

U.S. Department
of Transportation
United States

Commanding Officer
U.S. Coast Guard
Engineering Logistics Center
2401 Hawkins Point Rd. Mail Stop 26
Baltimore, MD 21226-5000

Contacting the Engineering Logistics Center

Requisition Management
for emergency requisitions, questions about pending requisitions, ROD's QDRs, etc.
Telephone: 410 762-6800
Fax: 410 762-6213
Websites:
Internet: www.uscg.mil/hq/elcbalt
Intranet: cgweb.elcbalt.uscg.mil
Record Message Traffic:
The ELC plain language address is: **COGARD ENGLOGCEN BALTIMORE MD**
Note that this address supersedes the previous PLADs for Supply Centers Curtis Bay and Baltimore.